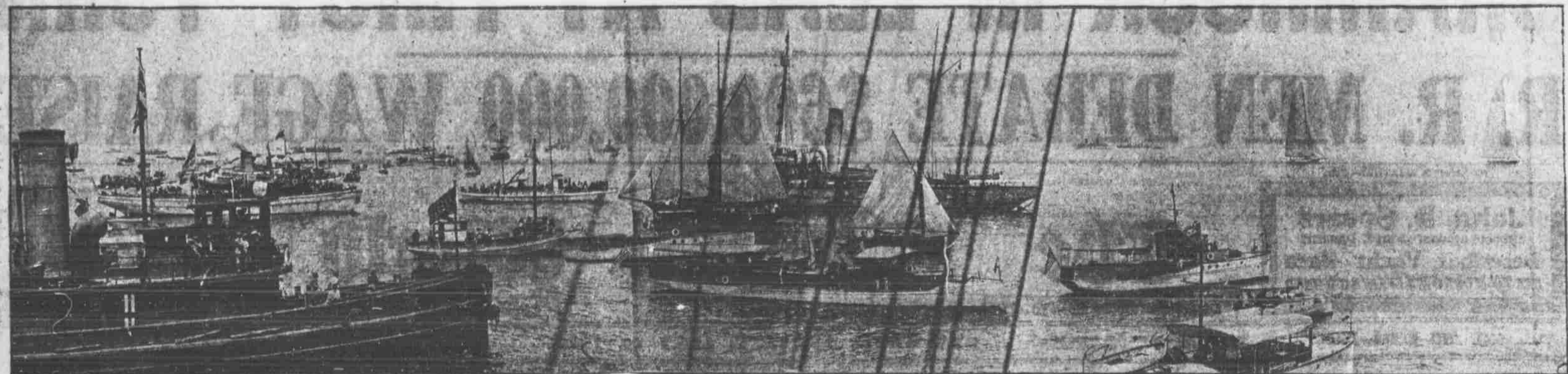


START OF THE LAST RACE, YACHTS AND OBSERVATION FLEET



Resolute was leading by fifty yards although starting behind.

At 12:30 Resolute had increased her lead to 200 yards. She was slipping along smoothly and fast under main-sails, club topsail and big ballooners. Shamrock was dropping behind because her three headsails refused to fill. It looked as if Capt. Burton was in trouble again through bad judgment and sail setting.

At 12:33 Shamrock lowered her fore stay sail and jib and set an English bowsprit spinnaker or balloon fore stay sail. She still clung to her No. 1 reaching jib topsail. Resolute was 200 yards ahead.

At 12:50 Resolute was sailing along easily with her balloon drawing fine while Shamrock was flapping the wind out of her small reaching jib topsail and the little forestaysail, which looked like a fisherman's stay-sail, as it was hoisted only half-way to the cross-tree. Experts were unable to understand why Burton did not get his balloons.

SANDY HOOK, July 20.—At 12:55 P. M. the breeze began hauling to the south. Resolute broke out her jib and made preparations to beat to the first mark. Shamrock was half a mile astern, but somewhat to weather.

At 1 o'clock Resolute ran into a soft spot and Shamrock drew up within a quarter of a mile of her. **SHAMROCK TAKES LEAD AFTER FIFTY-FIVE MINUTES.**

At 1:10 Shamrock passed Resolute to windward and took the lead again. The little fisherman's stay-sail drew ahead of the mast seemed to draw nicely.

At 1:35 Shamrock was quarter of a mile ahead. She picked up a draught of air and sailed around Resolute to windward, luffing with the Hatter boat for the first time. Resolute still clung to her balloon which seemed to draw well but could not compete with Shamrock's baby forestaysail.

Both yachts had worked to the windward of the course to the first mark and at 1:50 Shamrock bore away for it, with Resolute more than 200 yards astern. An inshore southeaster seemed to be working out toward the yachts.

At 1:45 P. M. Shamrock picked up the first breath of the new south-wester and lengthened her lead to nearly half a mile. The first mark buoy at that time was about four miles to leeward.

At 2 o'clock with the mark to leeward three miles away, Resolute jibbed over to starboard and headed for it. Shamrock had oversteered the mark in an effort to pick up the new breeze, but as it failed she lost by the move.

The breeze came in again from the west, letting Resolute up and placing her less than a quarter of a mile astern of Shamrock. Shamrock jibbed two minutes later and headed for the mark.

The race was postponed for fifteen minutes from the starting time set owing to the light breeze, which was about three knots. Before the starting signal was sounded at 12:15, both yachts circled about the lightship on the windward end of the line. All doubt as to who would command Shamrock was removed when Capt. William P. Burton, criticised for his handling of the challenger in the first two races, was seen at the wheel. Mrs. Burton was seated as usual in the companionway.

Starting on the first leg of the triangular course, a reach south-south-east, both sloops maneuvered for their place at the line. Five minutes before the start they ran up their jib topsails in steps.

Resolute came down and tacked underneath Shamrock. Then both stood along with only fifty yards between them and Shamrock to weather. Then Shamrock broke away and headed back to the lightship, followed by Resolute; the wind was very soft and the yachts moved slowly.

HYLAN FAMILY, BUT NOT MAYOR, GO TO RACE ON POLICE BOAT

When the police boat John F. Hyland steamed off to the cup race to-day she carried an exclusive Hyland family party instead of the police inspectors and

Captains who had been invited to go Mayor Hyland alone was missing, being detained at the City Hall after it had been announced yesterday that he would make the trip.

Last Friday Acting Chief Inspector Thor invited the assembled inspectors and Captains to view the cup race from the dock of the Hyland. In three groups, one to go each racing day. This programme was abandoned when it was learned the Mayor had decided to go Grover C. Whalen, Commissioner of Plant and Structures, headed the sight-seeing party. Among the twenty guests were Mrs. Hyland, John Sinnott, the Mayor's Secretary, and Mrs. Sinnott, who was Miss Virginia Hyland. The others were close friends of the Mayor and of Commissioner Whalen. Sinnott announced at the last minute that the Mayor had been detained. The Street Cleaning Department Band was on the forward deck.

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FOG AND LITTLE BREEZE AS YACHTS MAKE READY

Crews Go Over Cup Contenders and Give Last Touches Before Race.

By Lindsay Denison.

(Special Staff Correspondent of The Evening World.)

HIGHLANDS OF THE NAVESINK, July 20.—The prospect for a successful race for the America's Cup off Ambrose Lightship was less promising at the start to-day than on Saturday, when the race was called off for lack of wind to enable the yachts to finish within the allotted six hours. There was only a three-knot breeze when the starting signal was given at 12:15.

The wind had held from the northwest since dawn, but was steadily growing lighter without any indications of swinging to the eastward, as had been hoped, because a change of direction might bring with it a freshening.

The fog which gathered soon after daylight lifted a little at 10 o'clock and showed Shamrock standing out of the Sandy Hook anchorage, about the turn of the Hook, with her new big club topsail, for which she is taking on 21 additional seconds handicap, spread.

The breeze was hardly enough to deflect the tail of Shamrock's sail from perpendicular, though she was close hauled just before making the turn to sea.

The Resolute left her buoy at 10:15. The wind inshore freshened considerably and tilted her well over. Those who were despondent regarding racing prospects were greatly cheered. The velocity of the wind seemed to be about ten miles an hour.

Capt. Burton is "at the wheel" of Shamrock IV, again to-day, which means that his authority aboard the challenger is the same as it was during the first race and Saturday's unfinished contest despite the painful confusion as to whether he should be displaced after his poor showing with Shamrock in the abnormal and fluky weather of last week.

All the conferences and intimations and crew grumbling which grew out of the decision of Sunday to take Burton at his word when he said he would be glad to turn over the direction of the yacht to anybody whose seamanship would be subject to less public criticism, have been wiped off the map.

Remarkably enough, all the unhappiness and bitterness which for a time made the situation painful have disappeared like a morning fog before a July sun. Sir Thomas Lipton and Burton played a round of golf at the Rumson Country Club yesterday afternoon, with Mrs. Burton and Claude Hickman, navigator of the Shamrock, and aggressive admirer and friend of Burton, as gallery.

Since the reports of Burton's possible removal from control got back to England there has been a very storm of protest and advice called to Lipton and all his associates from the other side. The Lipton private signal has been flying almost continuously from the towers of the telegraph companies on Sandy Hook.

Some of these messages protest against the American practice of "jockeying at the start." It is suggested by the senders that trickiness in embarrassing an opponent before the race has actually begun and a deliberate effort to have him get off at a disadvantage would not be tolerated in golf or tennis, any more than talking a man out of his stroke or waving of arms to distract his attention, however much such tactics might be said to be a test of comparative nerve and skill. It cannot be said that this entirely British point of view has any open support in the Lipton party, though Burton has said that the tactics of the start as known to Americans have been duplicated further than anything he ever thought to encounter.

There was a heavy fog after sunrise which persisted off shore after it had disappeared from the beach. The confidence of the New York Yacht Club members who have Resolute in charge in the ability of their trim little craft to dance away from Shamrock over any course and in any sort of a wind is just as high as it has

ever been and higher than it was before the racing began. Adding to their belief in the speed and handling of their craft, they have gained respect for the resourcefulness of Charles Francis Adams, scholar and financier, as a deviser of wily tricks and daring stunts worthy of a successor of the late Charlie Barr. They concur exactly with the opinion of John R. Spears, The Evening World's yachting analyst, published yesterday, that Adams is as shifty a skipper as ever sailed a cup defender to victory, and declare there is no more to be said.

They were all aboard the steamer Montauk lying near Resolute behind Fort Hancock this morning, in the rollicking mood of a band of college boys before a big game, from Robert W. Emmos, the managing owner, down.

ELWELL'S SLAYER LONG IN HOUSE, STORIES INDICATE

(Continued From First Page.)

contents that she never asked him for it.

"I have read the letter myself and it is meaningless and harmless. Elwell had it in his possession for about a year and a half, she said."

Mr. Doelling was asked by reporters to whom he made his statement whether he was satisfied with Mrs. Washburn's reply and he refused to say. He also declined to answer another question as to what sort of an impression she made on him. In concluding his statement, he said:

"I may question her again."

Her husband has been questioned. He is William Mayhew Washburn, an army officer who was at the Mexican border and also in France with the A. E. F. According to Mr. Doelling, the husband did not know the slain woman's whereabouts.

Mr. Doelling said W. M. Washburn, who was formerly an officer in the army, admitted he has a 45-calibre pistol and ammunition. He told Mr. Doelling, the latter asserted, he knew all about the check sent by Elwell to his wife and that it had been deposited to his account.

Attorney Bernard Sandler, who owns the house in which the woman expert was murdered, told the reporters today the following story:

"About a week before the murder Robert M. Silverman, a retired real estate man who lives at 923 Street and Riverside Drive, called me on the phone and said that he had a couple of prospective buyers for the house, and asked me to secure Mr. Elwell's permission to take them through the premises. I phoned to Mr. Elwell, and he made an appointment for them on the following day."

"Mr. Silverman and his friends went to the house about 4 o'clock in the evening and rang the bell and hammered at the door for nearly an hour and got no response. Then, leaving the couple in front of the door, Mr. Silverman called me up and called me up. While he was telling me of his troubles another phone in my office rang and I was told that Mrs. Larson, Elwell's housekeeper, wanted me."

"Asking Silverman to wait I talked with Mrs. Larson, who wanted to know where my people were. She said that she and Mr. Elwell were waiting for them and I repeated to her what Mr. Silverman had told me. She declared that neither she nor Elwell had heard anything. Then I told Mr. Silverman what she had said and he remarked that it was strange, but that he would go back and try again."

"In response to his ring, he told me later, Mrs. Larson opened the door and ushered them into the reception room where Elwell was sitting and on a table was an empty champagne bottle and two empty glasses. If there was anybody else in the house besides Elwell and the housekeeper, Mr. Silverman and his prospective buyers did not see the person."

When Assistant District Attorney Doelling heard the story he said that Mrs. Larson had not mentioned it to him and that he would again question her.

\$600,000,000 MORE IN WAGES AWARDED TO RAILROAD MEN

(Continued From First Page.)

higher grades, such as train and engine men. They averaged, roughly, 20 to 27 per cent. Demands by the unions had run from 30 to 65 per cent.

Judge R. M. Barton, after announcement of the awards said: "This award necessarily, in the end, will have to be paid by the public and will result in increased freight rates."

"Efficient railroad service has been

difficult and sometimes impossible with the men receiving the wages they did. The board has been fair and just in this complex and intricate problem."

The decision, after a preamble setting forth the history of the board and the difficulties in the way of reaching satisfactory decisions, tabulated the increases according to classes of workmen. The document contained a list of the roads affected, including 95 per cent of the rail mileage of the country.

WAGE INCREASES IN CENTS PER HOUR AND ALSO PER DAY

Passenger Engineers Get 80 Cents More a Day, Freight Drivers and Firemen \$1.04.

CHICAGO, July 20.—The increases in wages to railroad men granted by the United States Labor Board follow:

Passenger Service—Engineers and motormen, firemen, helpers, 80 cents per day.

Freight Service—Engineers, firemen, helpers, \$1.04 per day.

Yard Service—Engineers, firemen, helpers, 18 cents per hour.

Passenger Service—Conductors, ticket collectors, baggage men, flagmen and brakemen, \$30 per month; suburban service passenger employees, \$30 per month.

Freight Service—Conductors, flagmen and brakemen, \$1.04 per day.

Superceding rates established by the Railroad Administration, the board fixed the following schedules:

Yard Service—Foremen, \$6.95 per day; helpers, \$6.48; switch tenders, \$6.04.

Hostler Service—Outside hostlers, \$6.24 per day; inside hostlers, \$5.60 per day; helpers, \$5.04.

The following increases were authorized for shop employees: Supervisory forces, machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, powermen, moulders, tenders and coremakers, including those with less than four years' experience, all crafts, 13 cents an hour. Regular and helper apprentices and helpers, all classes, 13 cents an hour. Car cleaners 5 cents an hour.

Telegraphers, telephone operators, agents, towermen, levermen, tower and train directors, block operators and staff men, 10 cents an hour. Agents at small non-telegraph stations, 5 cents an hour.

The following increases were granted maintenance of way and unskilled forces: Construction forces, their assistants, section, track and maintenance foremen and assistants and mechanics in these departments, 16 cents an hour. Laborers employed in shops and roundhouses, 10 cents an hour.

Mechanics, helpers in bridge and building departments, track laborers, common laborers, bridge tenders, hoisting firemen, pumpers, engineers, crossing watchmen or flagmen and lamp lighters and tenders, \$1-2 cents an hour.

Train dispatchers are given an increase of 15 cents an hour and yardmasters and assistant yardmasters 15 cents an hour.

The following increases are added to the established rates for clerical and station forces:

Storekeepers, chief clerks, foremen and other clerical supervisory forces, clerks with one or more years' railroad experience, train and engine crew callers, assistant station masters, train announcers, gatemen and baggage and parcel room employees, 15 cents an hour.

Janitors, elevator and telephone operators, watchmen, employees operating office appliances and similar work, 10 cents an hour. Freight handlers or truckers, 12 cents an hour. All common laborers in and around stations, storehouses and warehouses not otherwise provided for, \$1-2 cents an hour.

Clerks of less than one year's experience, \$1-2 cents an hour. Office boys, messengers and other employees under eighteen years of age, 6 cents an hour.

Stationary engine and boiler room employees were advanced 15 cents an

hour for engineers, firemen and oilers, while water tenders and coal passers receive a 10-cent increase.

In the signal department foremen, inspectors, maintainers, signalmen and their assistants, 12 cents an hour; helpers, 10 cents an hour.

The decision provides that employees in the departments named who are properly before the board and not otherwise provided for shall receive an increase equal to that established for the nearest respective class.

The following new rates are established for employees operating railroad cars, floats, lighters, ferries and tug boats in harbor service.

New York Harbor—Ferryboats: Masters and pilots, \$220 per month; first officers, \$150. Tugboats and Steam Lighters: Masters and pilots, \$220. Pilots in South Amboy, Perth Amboy and Port Reading coal towing lines, \$220; mates, \$111.

Philadelphia, Camden and Wilmington district (rates based on 23 eight-hour days): Ferryboats: Masters and pilots, \$190.30; extra pilots, \$150.22. Tugboats: Masters, \$150.26; mates, \$111.

New Orleans, Abbeville, Baton Rouge, Vicksburg, Delta Point, Avondale, Algiers, Harahan and Goldsboro district, Southern Pacific: Louisiana, Mississippi, Gulf Coast Lines and Texas and Pacific boats carrying one master, \$230; two masters, \$220; mates, \$140; pilots, \$155.

Newport News, Hampton Roads and Norfolk district, New York, Philadelphia and Norfolk Railroad, day freight service, tug captains, \$250; barge captains, \$210; Chesapeake and Ohio tug captains, \$180; steamer, master and pilot, \$215; mates, \$160.

Norfolk Southern tugs, master (day), \$150; captain, (night), \$150. Southern District, Atlantic Coast Line ferry and tug captains, \$180 to \$190; mates, \$145 to \$160. Atlantic Coast Lines, passenger barge, master, \$122.

Port of Baltimore: Baltimore and Ohio railroad tugs: masters, \$201; mates, \$147.

See the Racing Yachts Resolute & Shamrock IV FROM THE DECK OF THE MANDALAY

Passing close to Sandy Hook anchorage View the Races From the Hills of Atlantic Highlands

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Eastern Railway Men's Association this morning, "because we have not yet learned the details. These will doubtless be received by the time the meeting gets together and we will probably take whatever action the men in Chicago elect to take."

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